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STANDARDS

- 000001-04 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 420001-05 PAVEMENT JOINTS
- 421001-01 BAR REINFORCEMENT FOR CRC PAVEMENT
- 442201-01 CLASS C AND D PATCHES
- 604001-02 FRAME AND LIDS, TYPE I
- 701301-01 LANE CLOSURE, 2L, 2W  
SHORT TIME OPERATIONS
- 701311-02 LANE CLOSURE, 2L, 2W MOVING  
OPERATIONS- DAY ONLY
- 701501-02 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701801-03 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK  
OR SIDEWALK CLOSURE
- 702001-04 TRAFFIC CONTROL DEVICES
- 886001 DETECTOR LOOP INSTALLATIONS
- 886006 TYPICAL LAYOUT FOR DETECTOR LOOPS

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123, FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED)
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES THE CITY OF COUNTRYSIDE.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
4. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND BITUMINOUS TAPER DETAILS".
5. EXCEPT TRAFFIC STAGING FOR BRIDGE WORK, NO PERMANENT LANE CLOSURES WILL BE ALLOWED. MILLING, RESURFACING, STRUCTURE ADJUSTMENTS AND PATCHING OPERATIONS WILL BE DONE WITH DAY TIME LANE CLOSURES ONLY.
6. 3 METER (10') TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB & GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
7. THE RESIDENT ENGINEER SHALL CONTACT MR. SCOTT KUZNICKI , AREA TRAFFIC FIELD ENGINEER AT (773)685-8386 A MINIMUM OF 72 HOURS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
8. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 40 MM (1¾INCHES WHERE THE SPEED LIMIT 80 KM/H (45 MPH) OR LESS AND 25 MM 1 (INCH) WHERE THE SPEED LIMIT IS GREATER THAN 80 KM/H (45MPH). WITH WRITTEN APPROVAL FROM THE ENGINEER , A MAXIMUM GRADE DIFFERENTIAL OF 75 MM (3 INCHES) MAY BE ALLOWED IN THE EDGE OF THE MILLING IF THE SLOPE A MINIMUM 1:3 (V:H).
9. DESIGNERS BASED QUANTITIES ON PATCHING FIRST THEN MILLING
10. NOT ALL DRIVEWAYS ARE SHOWN IN THE PLANS.

GENERAL JOINT REHABILITATION NOTES

APPROXIMATELY 5590 LBS OF FURINSH AND ERECTING STRUCTURAL STEEL(PLATES) WILL BE NEEDED AND SHALL BE INCLUDED WITH THE COST OF BRIDGE JOINT SYSTEM (EXPANSION). 1½"

ALL STRUCTURAL STEEL SHALL BE SHOP PAINTED WITH THE INORGANIC ZINC RICH PRIMER PER AASHTO M 300, TYPE 1. COST INCLUDED WITH BRIDGE JOINT SYSTEM (EXPANSION), 1-5/8".

THE REMOVAL, STORAGE AND RE-INSTALLATION OF EXISTING RAIL POST ALONG WITH THE REMOVAL AND REPLACEMENT OF EXISTING RAIL POST ANCHOR, IF NECESSARY, SHALL BE INCLUDED WITH THE COST OF "CONCRETE REMOVAL"

Hatched areas indicate concrete sections to be removed and replaced. Perimeters of concrete removal areas shall be saw cut 2¼" (¾" in sidewalk) prior to the removal of concrete and shall be included with the Concrete Removal

\* Existing longitudinal reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.

Field cuts of proposed reinforcement bars shall be included with the cost of Reinforcement Bars, Epoxy Coated

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSION AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATION SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT BID PRICE FOR THE WORK.

ALL NEW REINFORCEMENT BARS SHALL BE EPOXY COATED

ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO CLASSIFICATION M-270, GR.36 UNLESS OTHERWISE SPECIFIED.

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31, M-322 GRADE 60.

SN 016-0537 HAS A 5'-12'-25" SKEW TO THE NORTH THAT IS NOT SHOWN IN THE PLANS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS,  
STATE STANDARDS,  
AND GENERAL NOTES

SCALE NONE  
DATE 8/25/2004

DRAWN BY S.E.S. ·  
CHECKED BY